



CORDES JUNCTION / INTERSTATE 17 TRAFFIC INTERCHANGE



Project No. NH-017-2(632)

TRACS No. 017 YV 267 H4269 01D

December 1, 2006

PROJECT UPDATE

The Arizona Department of Transportation (ADOT), in conjunction with the Federal Highway Administration (FHWA), is planning improvements to the Cordes Junction/Interstate 17 traffic interchange (TI). This Project Update provides a summary of the June 2006 public meeting and responses to frequently asked questions, updates the community on the current status of the project, and provides information on a new intersection option being considered as a result of community input. **A public information meeting is scheduled for December 7, 2006.**

PUBLIC INFORMATION MEETING

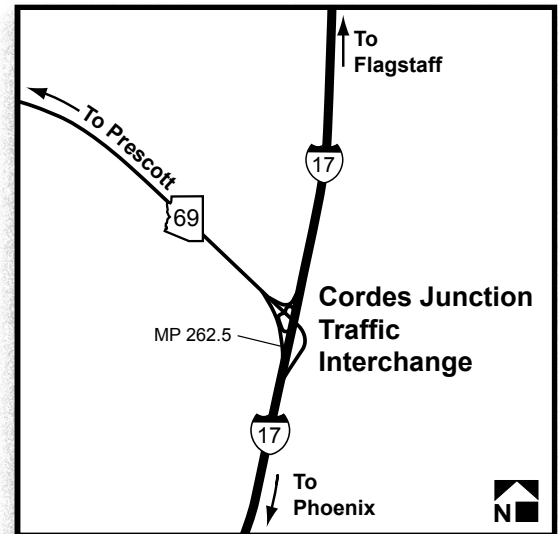
Date: Thursday, December 7, 2006

Time: Open House from 4:00 p.m. to 8:00 p.m.

Presentations will be made at 4:30 p.m. and at 6:30 p.m. The same information will be presented at both times.

Location: Mayer Recreation Center, 10001 South Wicks Avenue, Mayer, Arizona

The public is invited to attend either presentation on December 7, 2006, and to come anytime during the open house to review exhibits, talk to the project team members, and provide comments.



Project Area

PROJECT PURPOSE AND NEED

The existing Cordes Junction TI is very congested. Built in the early 1960s, the TI now serves over 10,000 cars on an average day, and ADOT predicts that this volume of traffic will more than double by 2020. The current interchange design mixes local and through traffic, causing congestion and delays. Business owners and residents have asked ADOT and FHWA to upgrade and improve the TI and to provide secondary access to the community. ADOT and FHWA have studied the TI with consideration for the current and future need of the public, agencies, and businesses.

PROJECT HISTORY

Through the study process, ADOT has used public input to evaluate 30 alternatives to improve the TI. The 2002 Environmental Assessment (EA) identified a Selected Alternative for construction. In June 2006, ADOT requested comments on intersection options for the Selected Alternative. Two options were presented for comment:

- Option A (2002 EA Selected Alternative) would provide a one-way (westward) crossroad at the location of the existing TI using traditional intersections
- Option B would provide a two-way crossroad at the location of the existing TI using roundabouts

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SUMMARY OF JUNE 2006 MEETINGS

On June 26, 2006, ADOT and FHWA held meetings in Mayer on the project to obtain community, business, and agency comment on intersection options to the Selected Alternative. The most relevant comments are identified below. Also see Frequently Raised Comments/Questions—June 2006 included with this update.

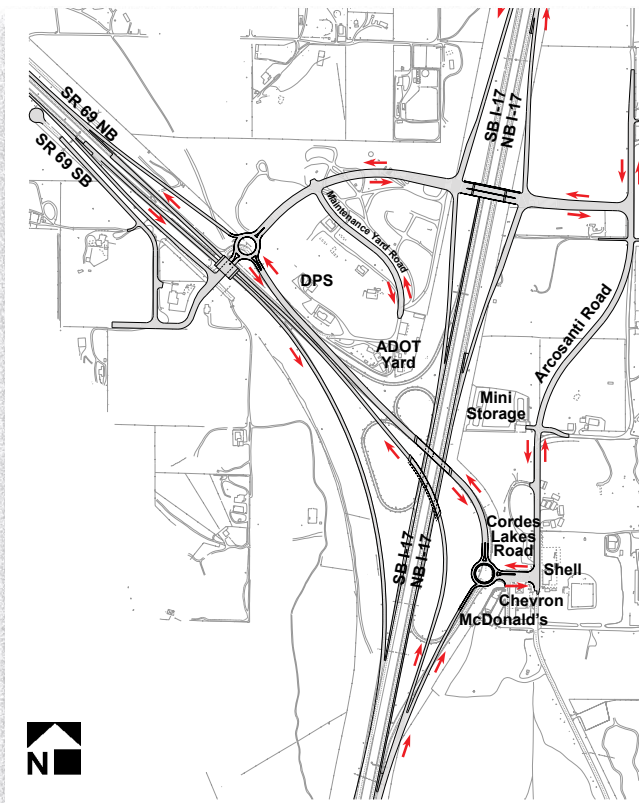
- Concern about the number of roundabouts being proposed
- Need for a two-way crossroad at the southern traffic interchange
- Concern about access for emergency and large vehicles
- Consideration of other design alternatives (diamond, etc.)
- Development of a design alternative as a compromise between Options A and B

OPTION C

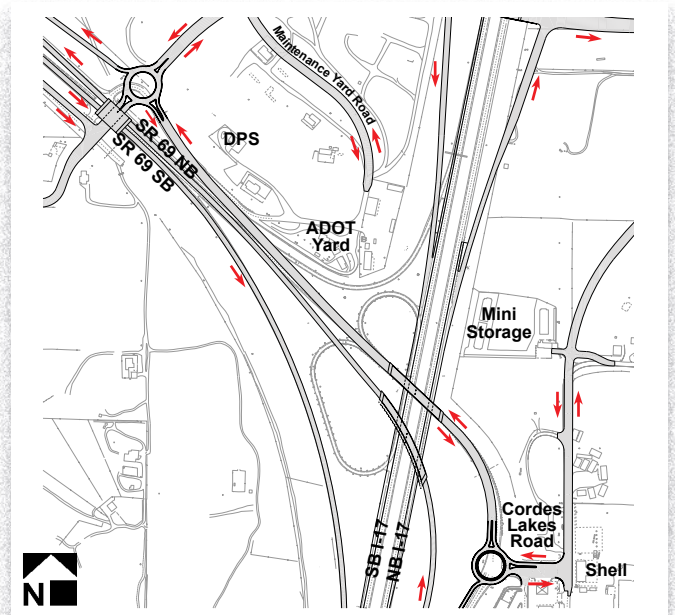
Option C was developed in response to the community's comments from the June 2006 meetings. This new intersection option would reduce the number of roundabouts to two, which are needed to maintain the desired two-way access at the southern traffic interchange. Stop signs would be installed on the northern traffic interchange and at the remaining intersections.

Primary features of Option C

- Motorists would be able to access businesses and residences on the east and west sides of the freeway by using either interchange
- Motorists traveling north on Interstate-17 (I-17) to the Prescott area would have a ramp connecting them directly to State Route 69 (SR 69)
- Roundabouts would be used to control traffic at two key intersections



Option C



Option C (Enlargement)

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OPTIONS A AND B FOR COMPARISON

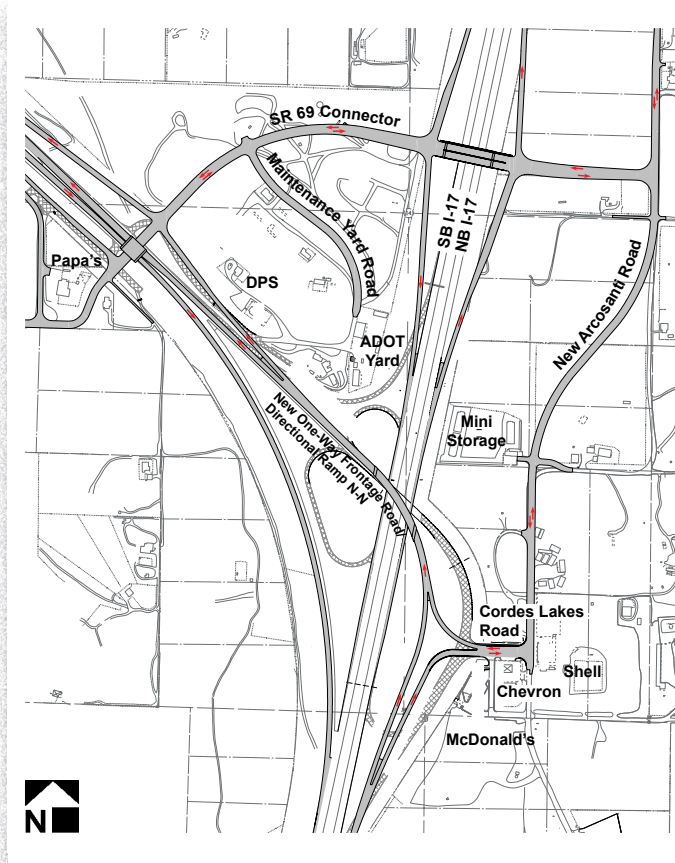
ADOT and FHWA are requesting comments on intersection Option A (presented here) and intersection Option C (presented on the previous page). Option B is being presented here for comparison purposes only.

Primary features of Option A

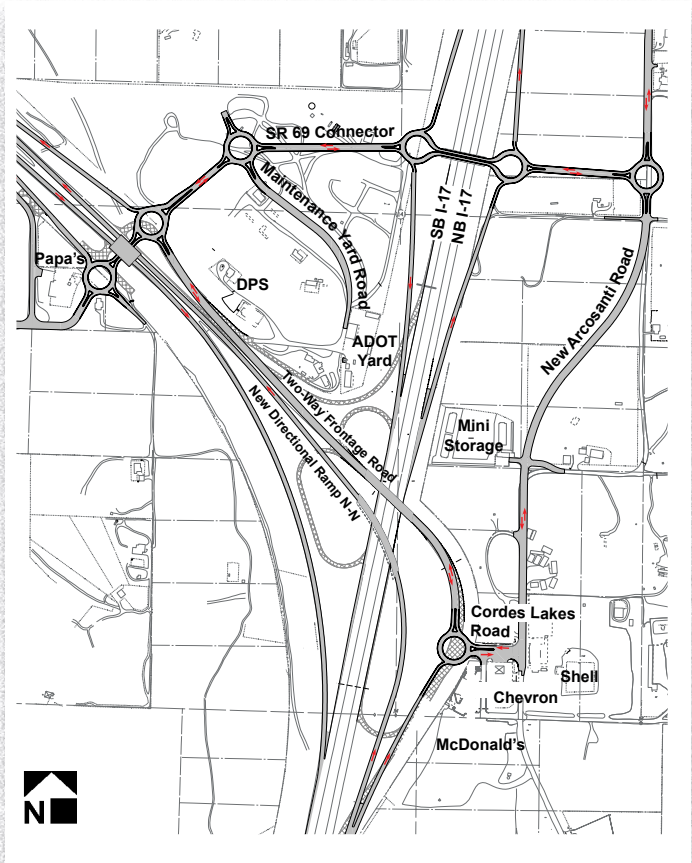
- Motorists traveling east on SR 69 would access businesses and residences on the east side of I-17 by using only the northern TI
- Motorists traveling north on I-17 to the Prescott area would have a ramp connecting them directly to SR 69
- Stop signs would be used to control traffic at the intersections

Primary Features of Option B

- Motorists would be able to use either the northern or southern interchange to access businesses and residences on the east and west sides of the freeway
- Roundabouts would be used to control traffic at seven intersections



Option A (2002 EA Selected Alternative)



Option B (For comparison purposes only. This option is not being considered for construction.)



NEXT STEPS

- ADOT will gather public comments on Option C to determine public sentiment regarding the proposal for two-way access with two roundabouts.
- After reviewing input from the community and agencies, ADOT and FHWA will make a determination as to which intersection option to take into final design.
- ADOT will provide information on the selected intersection option to the community and agencies in Spring 2007 by distribution of a project update to the project mailing list.

PUBLIC REVIEW PERIOD

Written comments should be submitted by **January 19, 2007**.

Submit comments to:

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